കാര്യങ്ങളിൽ കടപ്പാടുള്ള ഞാവിടെ ടെലഫോൺ സ്ഥാപിക്കുന്നതിനുമുമ്പ് മറ്റുസ്ഥലങ്ങളിൽ സ്ഥാപിച്ചതിനെ കുറച്ചുകുറ്റപ്പെടുത്തുകയല്ല, വളരെ അത്യാവശ്യം വേണ്ട സ്ഥലത്തു ഇല്ലാതെ പോയതിലുള്ള സങ്കടമാണ് ബഹുമാനപ്പെട്ട ഗവണ്മെൻറിനെ അറിയിക്കാനുള്ളത്. അതുകൊണ്ടു കഴിയുന്നതും വേഗത്തിൽ പറവൂർ ടൗണിൽ ഒരു പബ്ലിക്കാഫീസു സ്ഥാർട്ടു ചെയ്യുന്നതിനുവേണ്ടി ഞാൻ ഈ ഉപക്ഷേപം അവതരിപ്പിച്ചുകൊള്ളുന്നു.

MR. K. P. PADMANABHA MENON: Sir, the work is already in progress. It will be opened in a month or two.

MR. A. K. KUMARAN VAIDYAN: I do not press the motion.

The motion was, by leave, withdrawn.

The question that Government be granted a sum of Rs. 13,78,774 under Demand VIII—Electricity and Telephone, was put and carried.

The grant was made.

DEMAND No. IX—COMMERCIAL TRANSPORT—Rs. 16,60,304.

MR. E. G. SALTER: Sir, I rise to move that Government be pleased to grant a sum of Rs. 16,60,304 under Demand IX—Commercial Transport.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, as a member of the Transport Advisory Committee, I think it is my duty to inform this honourable House and also the Government that the Director of Transport has always been trying his level best to take the Committee into his confidence and through their co-operation to improve the working of the department and to make it a profitable concern to the utmost possible extent under the existing circumstances, of course, without detriment to the convenience and comforts of the travelling public. Sir, the working of the department has always been resulting in a reasonable and decent profit to Government, but Sir, it is rather an unfortunate state of affairs to find from the budget estimate for the successive years of the Transport Department that this department has always been working at a loss to Government. Sir, for the purpose of clarifying my position, I may be permitted to refer to page 49 of the budget of 1116 and page 51 of the budget of 1117 and page 48 of the budget of 1118. Sir, page 49 of the budget of 1116 runs like this: The last column against 1114; Gross Receipts. Rs. 8,70,418.

Working Expenses Rs. 8,95,358

Therefore it is stated here that the department was working in 1114 at a loss of 24,940.

Sir when we refer to page 51 of the Budget of the year 1117, the last column shows this—gross receipt for 1115 was Rs. 13,44,742, and the working expenses Rs. 13,48,338. Therefore it is seen that the department was working in 1115 at a loss of Rs. 3,596. From page 48 of the budget for the year 1118 it is seen that the gross receipt for 1116 was Rs. 16,52,994 and the working expenses for that year

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Rs. 16,91,034. Therefore it is seen that the department was working in 1116 at a loss of Rs. 38,040. Sir, let us consider what is this due to. Sir, if any person goes through the pages of the budget estimates for the successive years this will certainly create a misunderstanding about the working of the department. Sir, according to me, and I am decidedly of that opinion, this sad state of affairs has arisen out of the fact that the department is keeping the accounts in a particular way, *viz.*, on the commercial basis, and that the Government accounts are being kept on cash basis.

MR. M. R. NARAYANA PILLAI: May I know from the member whether the department's system of accounting has been recognised by the financial department?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: It is not yet recognised. At page 13 of the speech of the Financial Secretary he says:—

> "The working of the department as seen from the Government accounts has resulted in a net loss in all the past years except during 1113, the year of its commencement. The accounts maintained by the department have however shown net profits during all these years. The difference is due to the fact that the Government accounts are kept on a cash basis while the departmental accounts are kept on a commercial basis. Even according to the Government accounts the profits up to the end of the current year excluding interest charges are expected to stand at about Rs. 3·14 lakhs which may be considered sufficient to cover a reasonable rate of interest on the Government investment of Rs. 10·71 lakhs in the scheme as at the end of 1116."

MR. M. R. NARAYANA PILLAI: Has the honourable member seen any year's commercial account as maintained by the department?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Yes, Sir.

MR. M. R. NARAYANA PILLAI: May I know whether, as a member of the Public Accounts Committee, the honourable member has tried to reconcile the figures of the Transport Department with the Financial Department's figures?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, it is not the business or the duty of a member of the Public Accounts Committee to reconcile the figures but to see whether the figures as shown in the Appropriation Accounts and Audit Report are correct and whether there was any misappropriation or defalcation and what were those things due to.

MR. KOTTALIL P. ABRAHAM: The member referred to the speech of the Financial Secretary. May I point out that in the next sentence there the Financial Secretary says that there is an attempt to reconcile these two methods of account?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Yes, that is the very reason why I urge upon the attention of the House as well as of Government that this proposal must be put into effect in 1118 as proposed by the Financial Secretary at page 13 of his budget speech. I wanted to impress upon the House and the Government the extreme necessity

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for having recourse to such a procedure so that the whole misunderstanding may be cleared, that is being entertained just at present by the public. With these observations I move my cut motion for the unanimous acceptance of the House.

MR. N. NARAYANA KURUP: May I know from the member whether there can be any difference in the gross receipts if the accounts are kept under any system?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: I do not think there will be any difference so far as the gross receipts are concerned. But in the working expenses there are chances for substantial differences in the actual figures and also the figures given by Government.

MR. N. NARAYANA KURUP: സർ, ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങിക്കൊണ്ടു ഞാൻ രണ്ടുവാക്കു സംസാരിച്ചുകൊള്ളട്ടെ. മി. ററ. പി. വേലായുധൻപിള്ള അവർകൾ പ്രസ്താവിച്ചതുപോലെ ഈ ഡിപ്പാർട്ടുമെൻറിലെ വരവുചിലവുകളെപ്പറ്റിയുള്ള കണക്കുകൾ,രണ്ടുവിധം കാണുന്നു.

PRESIDENT: Order, order. I have never restrained honourable members speaking in any language they please and I should be very loathe to put any check upon honourable members expressing themselves in their own mother tongue. In the present case, it so happens that the Head of the Department does not understand Malayalam; and, although at question time it is possible for him to utilise the knowledge of his neighbour, on an occasion like this it will be very difficult for him adequately to answer any points if Malayalam is resorted to. Of cource, in the case of honourable members who cannot express themselves adequately or to their own satisfaction in the English language, it might be different. But this is a matter for consideration. Of course, honourable members cannot complain if, for instance, Mr. Salter does not deal with that speech at all, or any point contained in that speech. That has to be borne in mind.

MR. N. NARAYANA KURUP: I agree with your suggestion, Sir I support the motion tabled by Mr. T. P. Velayudhan Pillai. I have also been noticing that there is a gross mistake in the accounts kept by the department and the Government. For example in the administration report printed and published and handed over to each and every member of this Assembly; it is seen that the gross receipts in 1116 is about Rs. 16·53 lakhs whereas in the gross expenditure column it is stated that the total expenditure for the year is about, Rs. 16·90 lakhs. Evidently from the account it can be seen that there is a loss of Rs 37,000 odd. But in the departmental report for 1116 it can be seen that the gross receipts for that year is about Rs. 16·38 lakhs odd and the total expenditure including the net profit of Rs. 18,000 printed as such on the left hand column will be Rs. 16·38 lakhs. Therefore a person perusing the departmental report of 1116 will be able to see that there is a net profit of Rs. 18,000 odd for that year. But from the administration report it can be seen that in the very same year there is a loss of Rs. 37,000. In whatever manner the accounting

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may be done, I should think that there can be no mistake in the amount of gross receipts. The Financial Secretary expressed in his Budget speech that this difference was due to different systems of accounting. Sir, I cannot for a moment entertain that there can be any difference in the gross receipts of the department in whatever manner the account is kept. Therefore my friend Mr. Velayudhan Pillai's cut motion is quite apt and proper and Government should take proper steps to see that there is no difference in the account given by the Government and by the department. This is the very reason Sir, for the public doubt and for the public expression that the department is running at a loss. If there has been proper accounting, and there is no difference between the account kept by the Government and that kept by the department, there will be no reason for either the public or the members of the House to entertain any doubt regarding the profits in running this department. I therefore support the motion, urging the Government to keep the account uniformly, in whatever system it is kept, and to see that the reports of the Government and that of the department tally.

MR. A. LAKSHMINARAYANA AYYAR: The honourable member said that there can be no difference in the gross receipts between the Government system of account and the commercial system. In the commercial system the demand is shown as receipt. For instance, if a Company has to pay Rs. 30,000 to the Transport Department for one year, say 1117, and actually pays the amount in 1118, the receipts will appear in 1118 in the Government accounts, while in commercial accounts it will come in 1117. Thus there will be a difference in gross receipts also.

SADASYA TILAKA T. K. VELU PILLAI: May I know from the member whether with reference to the principle he has enunciated, there is any disparity between the Government system of accounts and the Transport Department system of accounts?

MR. A. LAKSHMINARAYANA AYYAR. Yes, there is complete disparity. The Government system is like our domestic accounts, with this difference that it is classified under several departments. It shows only the actual realisations and the actual amounts spent. In the commercial accounts they have to keep debtor and creditor accounts, accounts of the assets and liabilities. All the liabilities are taken in that year's account itself, and all the stores which they have in hand are deducted from the expenditure side. In one year we may have spent 3 lakhs of rupees on stores of which one lakh of rupees worth may be remaining unused. According to the Government account the whole amount is spent. But according to the commercial account the balance is in stock and the working expenditure will be reduced to that extent. There will be this difference always.

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SADASYA TILAKA T. K. VELU PILLAI : My question was whether subject to the rule enunciated by the Financial Secretary, there is any difference between the two accounts as finally settled, in point of arithmetic.

MR. E. G. SALTER : The commercial account is prepared by the Transport Department, then it is reconciled by the Transport Department and the Financial Department and only after the reconciliation has taken place, the expenditure is recommended to Government.

MR. N. NARAYANA KURUP : May I know whether it is not possible to have the departmental copy forwarded to Government so that there may be no difference between the Government account and the Departmental account ?

PRESIDENT : The principles themselves governing government accounts and the commercial accounts are different. Commercial accounts are compiled with a particular object in view. Let us take for instance the Public Works Department. There is a tremendous amount of stock in the way of material and machinery purchased 30, 40, 50 years ago. They are borne in Government accounts in a particular way. But in a commercial concern the whole attitude towards these stocks and the accounts in respect of them is different. They do not for instance proceed by way of centage charges or debiting of overhead expenses in the manner that Government adopts. In regard to work done by the P. W. D., why is it for instance that a person buying something from the P. W. D. Workshops has to pay his own fractional share of the pay of the Chief Engineer? If in the market each of these articles could be obtained for Rs. 4 the Chief Engineer is paid Rs. 7. That is the Government system of accounting. It will be a very curious thing if the Financial Secretary were to put down only the actual cost of the article paid. Government accounts are maintained from the point of view of budget accounts. As the Financial Secretary has explained, the whole question is viewed from the point of view of budgetary requirements and budgetary necessity. In other words he will be a foolish Financial Secretary if he would have shown in the accounts money which has not been actually realised for the year ending 30th or 31st of Karkatagom. On the other hand commercial accounting is maintained in such a way that we can know the profit and loss for a given year.

MR. M. R. NARAYANA PILLAI : Sir, I support the cut motion. We have, attached to the Administration Report of the Transport Department for the year 1116, two samples of the Transport Department's commercial accounting. I say that these are only samples because they serve no other purpose. The Financial Secretary says that both liabilities and assets have to be taken into consideration. There will also be value of stocks to be taken into consideration. But here, there is something omitted. In the year 1115 there is a net gain. That is not carried over to the next year as is ordinarily done in commercial

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accounting. Again whatever may be said in favour of commercial accounting so far as Travancore budgeting is concerned, the department or the Government does not recognise two systems of accounting. We know Sir, that this departmental accounting came into existence only after the Audit and Appropriation Accounts for the year 1116 were printed.

MR. KOTTALIL P. ABRAHAM: May I know whether the figures given in the Administration Report are in the commercial method of accounting or in the Government method of accounting?

MR. M. R. NARAYANA PILLAI: If the Administration Reports were supplied to us sufficiently early we could have known it.

Now there is petrol rationing in force. There is also shortage in the supply of tyres. The Head of the Administration said that tyres have been stored for the next six months. But after that we do not know what will happen. On page 12 of the Financial Secretary's speech it is stated :-

> "A net return of Rs 1·64 lakhs on the investment after providing for depreciation, etc, is expected to be realised this year, while the return for the next year is anticipated to stand at Rs 2·62 lakhs."

This is possible only if we have an increased revenue. An increased revenue will not be forthcoming because the Dewan-President has given a warning to the public to travel only as little as possible and also because it is proposed to stop the Express Service running between Trivandrum and Nagercoil, and Trivandrum and Kottayam. If this be so I do not know how we will have an increased income.

Tolls for the year to be paid by the department is estimated at Rs. 1,10,000. Last year it was Rs. 1,25,000. That means that there will be a smaller number of vehicles plying. That will also contribute to the decrease in the revenue of the department. The commercial accounting system was apparently brought into existence as a result of the hue and cry for the past 3 or 4 years over the working of the department and to make it show that the department is running with a profit. This is only an attempt to confuse the public.

There is another reason for the loss in the department. As far as I can see it is due to the fact that when the Chief Justice of the State is getting Rs. 1,200, the Chief Secretary is getting Rs. 1,200, the Pro-Vice Chancellor gets only Rs. 1,200, while the Director of Transport who is in charge of 97 buses on a section of the main roads of the State is drawing Rs. 1,350.

PRESIDENT: So the Rs 150 makes the difference between the profit and loss?

MR. M. R. NARAYANA PILLAI: No Sir.

There is another item of Rs. 8,238 provided in the Budget as arrears of house rent allowance. Who is to get this allowance or how the arrears have accrued, is not known. The chief reason for the

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lesser income from the department is that the administration is top-heavy. That must be stopped. The loss is not for the department alone. If there is a loss, money from the general revenue will have to be diverted to the Transport Department and we have very little money for such diversion. I mention these things because the Financial Secretary says in his Budget speech that "as the department has become self-supporting it is proposed to make it permanent from 1-1-1118." It has never been self-supporting and is never going to be self-supporting, if this is the rate of salary that is proposed to be given to the supervising staff of the department.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI. May I know wherefrom the member got the information that the department has never been self-supporting?

PRESIDENT: According to his version of the accounting system, the department is running at a loss. He is perfectly justified in saying so.

MR. M. R. NARAYANA PILLAI: I can only think that the department is running at a loss and is not self-supporting.

With these words and with the observation that the working of the department is entirely out of gear, I support the motion.

MR. PADIYARA JOSEPH KUNJU: സർ, ഈ ഉപക്ഷേപത്തെ ഞാനും ബലമായി അനുകൂലിക്കുന്നു. ഈ ഡിപ്പാർട്ടുമെൻറ് ഏറ്റവും നന്നായി നടന്നു പോകണമെന്ന് ആഗ്രഹിക്കുന്നവരിൽ പ്രഥമഗണനീയനാണു ഞാൻ എന്ന് ആദ്യമേ പ്രസ്താവിച്ചുകൊള്ളട്ടെ. വാത്സല്യമുള്ള കുഞ്ഞുങ്ങളെ അവർ നന്നായിവരുന്നതിനുവേണ്ടി ശിക്ഷിക്കുന്നതുപോലെ അവരുടെ കുറവും കുറവും പറയുന്നതുപോലെയാണ് ഈ ഡിപ്പാർട്ടുമെൻറിന്റെ കുറവിനേയും കുറവിനേയും പറയുന്നതിനു ഞാൻ എപ്പോഴും ഔത്സുക്യം പ്രകടിപ്പിക്കുന്നതു. അഡ്മിനിസ്ട്രേഷൻ റിപ്പോർട്ട് ആരംഭിക്കുന്നതു തന്നെ. Owing to the insufficiency of Rolling stock further extensions under contemplation towards the north and east of Kottayam could not be effected എന്നാണ്. പല നിർമ്മാണങ്ങളും ഫ്രാൻസ്-മാണ്ട് മർശിച്ചതുപോലെ ഒരു നിർമ്മാണം മർശിക്കേണ്ടിവന്നാലും എന്ന് ഞാൻ സമ്മതിക്കുന്നു. ഇതും അതിൽ ഒന്ന്. കോട്ടയം മുതൽ കിഴക്കോട്ടും വടക്കോട്ടും ഉള്ള ലൈൻ എക്സ്റ്റൻറുചെയ്യാതെ ഇരുന്നതിനെപ്പറ്റി അദ്ദേഹം ക്ലേശിക്കുന്നു. ഞാൻ ഈ സംഗതിയിൽ ക്ലേശിക്കയല്ല സന്തോഷിക്കയാണു ചെയ്യുന്നതു. എന്തുകൊണ്ടെന്നാൽ ഇപ്പോഴത്തെ രീതിയിൽ ലൈൻ നീട്ടാതിരിക്കയാണ് ഭേദം.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know how the honourable member came to the conclusion that the Quilon-Shencottah service is running at a loss? It is one of the most profitable lines.

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PRESIDENT: I do not think it necessary to interrupt the honourable member. He has been having his own view about the working of the department and he is entitled to have his say.

MR. PADIYARA JOSEPH KUNJU: സർ, എം. എസ്. റോഡിൽ ഒരു ഡസ്റ്റലസ് സർഫസ് ഉണ്ടാക്കി എന്നതിനുള്ള പ്രശസ്തിയും അഭിമാനവും ഈ ഡിപ്പാർട്ടുമെൻറ് എങ്ങനെ അർഹിക്കുന്നു എന്നാണ് എനിക്കറിയേണ്ടത്.

MR. N. NARAYANA KURUP: Sir, I rise to a point of order. I wish to know whether the member is in order in referring to these matters under this cut motion.

PRESIDENT: When he is rather moved by emotions and speaks with feelings of earnestness, these points of orders will only lengthen the speech of the honourable member. Therefore, I restrained from pointing out the same to the member.

MR. PADIYARA JOSEPH KUNJU: If there is any objection for my speech, I do not wish to make it.

MR. N. NARAYANA KURUP: Sir, a word of personal explanation. There are ever so many cut motions relating to the working and the policy of the department on which the honourable member can speak these things.

PRESIDENT: The point is this. Mr. Padiyara Joseph Kunju's idea is exactly that of Mr. Narayana Kurup. That is to say, on account of the bad working of the department, the accounts of the department are equally bad. Is that not so?

MR. PADIYARA JOSEPH KUNJU: If the Chair takes it in that line, I do not want to speak.

PRESIDENT: Every honourable member is at liberty to express his views about the working of any department freely and fearlessly and the members in charge of these departments ought to be prepared to face these criticisms and answer them. If the honourable members think that the department is working at a loss while it is shown in the accounts as working at a profit, they are bound to bring that fact to the notice of the House. If Mr. Joseph Kunju feels that the dustless road from Trivandrum to Nagercoil is regarded as an achievement of the Transport Department whereas it is not so, he is prefectly at liberty to do so.

MR. PADIYARA JOSEPH KUNJU: That was done by the P. W. Department. സർ, ഒരണറിപ്പോർട്ടിൽ പിന്നീട്ടുള്ള ഒരു പ്രസ്താവന "The circular service was completely withdrawn and was substituted by a service between Karamana and Valiathura, *via* Cantonment, which covers the major portion of the circular service route as well as a few places hitherto unserved." എന്നാണു. ഈ ഒരു മൈൽ ദൂരത്തെ നിന്നും ഒരുവിദ്വാനെ ഇവിടെ വരുത്തിയിട്ട് ഒരു സർവീസ് നഷ്ടകരമാണെന്ന് കണ്ടിട്ട് അതു നിറുത്തുകയാണുണ്ടായതു. അതായതു സർക്കുലർസർവീസ് ആദ്യമേ ആരംഭിച്ചു. കുറെ പണവും ചെലവുചെയ്തു. അതു നഷ്ടകരമാണെന്നു കണ്ടപ്പോൾ.....

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PRESIDENT : The honourable member has been allowed considerable latitude. But in his speech there must be some reference to the different systems of maintaining accounts. So long as that advertance is maintained the member is at liberty to say anything about the working of the department. He is perfectly right in saying that because the system of accounting is not proper, the dustless road is not an achievement of the department. Similarly he can say that the Quilon-Shencottah line is not a profitable concern because the system of accounting is improper.

MR. PADIYARA JOSEPH KUNJU: സർ, ഈ ഡിപ്പാർട്ടുമെൻറിന്റെ ഭരണനയം എപ്പോഴും ഇങ്ങനെ മാറുകയും മറിക്കുകയും ചെയ്യുകൊണ്ടിരിക്കുന്നതുകൊണ്ടാണ് ഇങ്ങനെയുള്ള നഷ്ടം സംഭവിച്ചിരിക്കുന്നതു എന്നാണ് ഞാൻ പറയാൻ പോകുന്നതു.

PRESIDENT : In relation to the misleading nature of maintaining accounts by the department and the Government if the trespasses of the department are brought to light, the honourable member may proceed to do so. But I would advise the honourable member to make his remarks on the motion for total grant. I think that will be the proper occasion.

MR. PADIYARA JOSEPH KUNJU : തൽക്കാലം ഞാൻ ഉപസംഹരിച്ചുകൊള്ളുന്നു.

SADASYATILAKA T. K. VELU PILLAI : Sir, this is not the first time that the House has turned to this discussion. The whole difficulty arises from the fact that certain sentences have their place in the Financial Secretary's speech which ought not to be there. The consequence of this is that the purport of the statements is understood in a wrong manner and it has given a fillip to the criticisms from the non-official members. Sir, I request your permission to read those sentences to which I have referred. I am reading from pages 12 and 13 of the Financial Secretary's speech.

> "The department has been only temporary since its organisation in 1113. The working of the department as seen from the Government accounts has resulted in a net loss in all the past years except during 1113, the year of its commencement. The accounts maintained by the department have *however* shown net profits during all these years."

Sir, I emphasise the word "however." Then again,

> "The difference is due to the fact that the Government accounts are kept on a cash basis while the departmental accounts are kept on a commercial basis. Even according to the Government accounts the profits up to the end of the current year excluding interest charges are expected to stand at Rs. 3·14 lakhs which may be considered sufficient to cover a reasonable rate of interest....."

I cannot understand all this. Firstly, it is stated that the profits are excluding interest. The next line says that the interest is also calculated. To proceed further,

> "....on the Government investment of Rs 10·71 lakhs in the scheme as at the end of 1116. As the Department has thus become self-supporting it is proposed to make it permanent from 1st Chingom 1118."

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[Sadasyatilaka T. K. Velu Pillai]

I really sympathise with the Financial Secretary. I am very sorry that such loose expressions in his speech have created all these confusions. Sir, in the light of these sentences, we are in a difficulty to understand the real situation and so we look to Government for a proper explanation.

MR. K. DOMINIC JOSEPH: Sir, I had occasion to refer to the anomalies caused by keeping two different systems of account, in my budget speech. The accounts are, to say the least, misleading. While Mr. Salter maintains strongly that the department has been running at a profit the Financial Secretary representing the Government says that it has been running at a loss except for the year of its commencement. It would be seen by a comparison of the various headings of receipts that the figures given in the departmental report and the administration report are different. I do not understand why the receipts from passenger fares for the year 1116 should be higher than that given in the administration report by Government. According to Mr. Salter the receipts under passenger fares for the year 1116 was Rs. 12,51,270, 12 chs. But according to the administration report of Government receipts under this item during 1116 is Rs. 12,49,090. These variations can be seen under the various other headings such as passage of luggage, transport of goods by lorries, etc. These are receipts received for the period prior to the 32nd Karkatagom 1116. It still remains incomprehensible how there can be diversity in these two figures even though the system of accounts are kept different. With these words I support the motion.

MR. S. CHATTANATHA KARAYALAR: Sir, I wish to make a few observations bearing on the discussion going on. I cannot really understand why the maintenance of two accounts, one by the department and the other by the Government, should lead to misconceptions and confusion. These two accounts are meant to serve two different purposes, and this distinction should be borne in mind. I think the Government accounts are maintained, for the purpose of showing net receipts from the department. The department keeps accounts on the commercial system.

MR. M. R. NARAYANA PILLAI: May I know whether the results will be the same if the commercial accounts are kept by the department in the proper form?

MR. S. CHATTANATHA KARAYALAR: I am explaining the nature of the two systems of account. The Government accounts are kept for showing the net returns from the department. As a matter of fact, the figures given in the budget are self-explanatory. Take for example the item of expenditure for the purchase of spare parts shown in the budget, for the year 1116. It will show that spare parts were purchased to the tune of Rs. 1,12,606. As a matter of fact, a considerable portion of the spare parts must have been carried over to the next year's accounts, which under a commercial system of accounts would swell up the profits of the previous year. Government accounts show the net receipts only regardless of expenditure under capital cost or maintenance cost. The two systems must naturally show a difference.

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There is no question of reconciliation between the one system and the other. The only thing that we have to see is whether the accounts maintained by the department are correct. That can be done only by auditing. If you want to assess real profits you must look into the commercial accounts maintained by the department. Those who are familiar with the commercial system of accounting will understand the difference between these two systems of accounts.

MR. M. R. NARAYANA PILLAI: May I know whether the honourable member is deprecating the Financial Secretary for an attempt at conciliation of these two accounts?

MR. S. CHATTANATHA KARAYALAR: I have nothing more to say on the subject.

MR. T. C. KESAVA PILLAI: സർ, ഉപക്ഷേപത്തെ ഞാൻ അനുകൂലിക്കുന്നു. കണക്കിൽ വ്യത്യാസം കാണുന്നതു് ഒരു സംഗതികൊണ്ടാണു്. വെള്ളത്തിൽക്കൂടി വള്ളം വിട്ടുപോകുന്നതു് വളരെ ആദായകരമാണു്. തിരുവനന്തപുരം മുതൽ കളച്ചൽവരെയുള്ള എ. വി. എം. കനാൽ വെട്ടിയാൽ ഏറ്റവും ആദായകരമായ ഒരു പദ്ധതിയായിത്തീരും അതു് എന്നുള്ളതിനു സംശയമില്ല.

PRESIDENT: How does the honourable member bring in A. V. M. Canal within this motion?

MR. T. C. KESAVA PILLAI: അങ്ങിനെവന്നാലേ ഈ നഷ്ടം തീരുകയുള്ളൂ. വള്ളത്തിലുള്ള ഗതാഗതംകൊണ്ടു പെട്രോളിന്റെയും ടയറിന്റേയും ഇപ്പോഴുള്ള ദുർലഭ്യം നമ്മെ ഒരു വിധത്തിലും ബാധിക്കുകയില്ല എന്നൊരു ഗുണവും ഉണ്ടു്.

PRESIDENT: I don't think I can allow the speaker to proceed.

MR. E. SUBRAMANYA AIYAR (*Nominated*): Sir, I am also supporting the motion. The reason for my supporting it is this. It is not so much of our concern whether the department runs at a loss or at a profit. If it runs at a loss, by efficient administration it can be made to yield good returns. But in spite of what we do if the department is again found to be working at a loss, if it is for us to remedy it by drastic measures. The Financial Secretary has stated that the department is working at loss The Head of the Department states that it is working at a profit. If so what should the public understand? What I say is, let the public be enlightened on the true state of affairs. No doubt some explanation has been given and it is a technical explanation. It is easily said that the department maintains an account on a commercial basis and the Government on the cash basis. Let us see what are the gross receipts according to Government's account and the gross receipts according to the department's account.

PRESIDENT: The honourable member may take a simple case. Take the Clay Refining Factory. Suppose that factory would fetch 100 or 200 lakhs of rupees if sold to somebody. This represents

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the capital value of the factory. We put this value on one side of the ledger. The prices of other items such as vehicles, machinery etc., are put on another side of the ledger. Can you say after depreciating 20 per cent. each of the purchase price of the transport buses which would come to the lowest minimum after a certain number of years, that the Transport Department is working practically at a clean profit? These are aspects which must be considered. It is not possible to reconcile the two systems of accounts.

MR. E. SUBRAMANYA AIYAR: Sir, I was only explaining that there may be difference between the gross receipts shown by the two systems of accounts. But I am speaking of the receipts on the revenue side and not on the capital side *i. e.*, receipts so far as the passenger fares etc. are concerned. If there is any difference between the receipts shown by the department and the Government then it is for us to examine it. Then, if there is some stock remaining, say, oil, it will be shown as profit on the commercial side. Similarly in the case of spare parts. If a lakh of rupees is spent, it is certainly capital expenditure and therefore only the depreciation value is shown. Whatever that may be let us have a clear idea of it, so that the public may know that the department is working at a profit. I submit that it is a vital necessity that the department will have to be continued. If it is working at a loss attention should be devoted to minimise expenses. Whether it be on a commercial basis or on the Government basis, let us know the accounts so that the public can judge whether it is working at a profit or loss.

MR. M. R. NARAYANA PILLAI: May I know from the member what is his opinion with regard to the high salaries paid in the department?

MR. E. SUBRAMANYA AIYAR: The working of the department must be with the minimum of expenditure necessary without impairing its efficiency.

MR. C. JEBAMONY NADAR: Sir, I have to oppose the motion because I cannot appreciate it. It is for discussing the misleading nature of the different systems of maintaining accounts. It cannot be denied that there are different systems of account. There is what is known as single entry and double entry accounts. For a particular profession accounts have to be kept in a particular way. The question is who is misled by the accounts in the existing form. Is it a person who knows the different systems of accounts? If one who does not know the different systems of accounts is misled, then he has to bemourn his fate. On the other hand, is there any thing to mislead one who knows the different systems of accounts? Regarding that point I was not enlightened by any of my honourable friends who spoke on the motion. I would for my part, maintain a difference between "profit account" and "cash account." What may be known as 'profit account' need not tally with 'cash account.' What is necessary in the accounts of a commercial department may not be necessary in the accounts of a Bank or one who simply lends money. We have got different books in the

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branch of accounts, there is cash book, day book, journal, etc. The balance in cash book may not tally with the day book or journal in which there may be some more entries. So long as it is recognised that the Transport Department is a commercial department, I think it is essential to maintain different systems of accounts as at present, one according to the commercial department and the other according to the account department of Government who are concerned with the money advanced to and received back from the department.

MR. M. R. NARAYANA PILLAI: Is the honourable member aware of any Government with the two systems of account?

MR. C. JEBAMONY NADAR: I do not think the member is right. Here Government are having only one system of account.

PRESIDENT: I would request the honourable member who interrupted to study the accounts of the Mysore and the Kashmir Governments.

MR. M. R. NARAYANA PILLAI: On a word of personal explanation, Sir. I only referred to accounts of the Government and not of the Transport Department.

PRESIDENT: Generally speaking, when the Hydro Electric Scheme was initiated in Mysore, there were doubts as to its profitable character. Therfore the order was given to Captain Milner that the accounts should be kept both on the governmental and commercial basis. This was done for a number of years. Afterwards when profit became ascertainable the system was changed.

MR. PADIYARA JOSEPH KUNJU: സിങ്കിം എൻടി ആണെങ്കിലും ഡബ്ലിംഎൻടി ആണെങ്കിലും വരവിൽ കൂടുതലായിട്ടാണ് ചെലവു ഉണ്ടാകുന്നതെങ്കിൽ ആ സ്ഥാപനം നഷ്ടമായിട്ടുള്ളതല്ലെ?

MR. C. JEBAMONY NADAR: ഞാൻ ഇവിടെ പറഞ്ഞത് പല ജോലിക്കാരും പ്രത്യേകം രീതിയിലുള്ള കണക്കുകളാണ് വയ്ക്കുന്നത്. ബിസിനസ്സിന്റെ ഉപയോഗത്തിനു കണക്കുകൾ വയ്ക്കുമ്പോൾ അതാട്ടുകൂടി വേറെ ചില കാര്യങ്ങൾകൂടി എഴുതേണ്ടതായി വരും. അതിനെയെല്ലാം നോക്കി ലാഭമോ നഷ്ടമോ കണക്കാക്കണം.

Now the essential question is whether there is, as a matter of fact any discrepancy between the cash balance as it stands in the accounts of the Government and the Transport Department. If there is any discrepancy certainly any one could be misled. I do not think that there is any such discrepancy or difference between the cash balance according to the Government accounts and the Transport Department's accounts.

MR. M. SIVATHANU PILLAI: I want to put a question. Suppose, for example, certain spare parts are purchased. Is that expenditure to be brought under capital expenditure or working expenses?

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MR. C. JEBAMONY NADAR: The question is now between Government accounts and commercial accounts. To answer the honourable member's question one must be told all the different heads under which accounts are entered by the department. It must be done according to the system followed by the department.

My point is that so long as it is shown that there is no mistake in cash balance and that there is no difference between the cash accounts according to the Government and the Transport Department, I should think that there is no point in this motion and so I oppose it.

MR. M. SIVATHANU PILLAI: To my mind, Sir, the whole quarrel between the Financial Secretary and the Director of Transport seems to centre round one simple question. It has been said that spare parts worth lakhs of rupees were purchased in a year. The question has been raised as to which head the expenditure to purchase the spare parts should be taken. The financial Secretary says that he has given to the Director one lakh of rupees and therefore his business is over when he has debited it as expenditure. Mr. Salter says that he will take ten years to utilise all the spare parts and therefore he will consider it to have spent only one tenth of it and the remaining Rs. 90,000 still remaining with him as stock. This will make a difference in the balance sheet in his accounts. According to the Financial Secretary there is a total expenditure of one lakh of rupees whether there is or not non-expenditure in the form of stock. According to Mr. Salter there is only a ten per cent. expenditure. That is the difference between Government keeping accounts on cash basis and the Transport Department keeping accounts on commercial basis.

MR. K. DOMINIC JOSEPH: Will there not be difference so far as the net revenue is concerned?

MR. M. SIVATHANU PILLAI: There will be no difference in the revenue side. Whatever is given by Mr. Salter as gross receipts is revenue. After all, Mr. Salter's accounting is simple. Even the cereal merchants in Chalai Bazaar will be able to answer this simple question and solve the difficulties of the honourable members.

PRESIDENT: The honourable member should not make that comparison between honourable members of this House and others.

MR. M. SIVATHANU PILLAI: All that I meant was that it is a simple question. Honourable members need not be frightened by the terrifying phrases "commercial basis" and "cash basis". Mr. Salter will stoutly maintain and rightly too that only 10 per cent of the expenditure of one lakh for spare parts should be treated as expenditure for the year and not the whole amount, as he has still the amount with him in the form of stock.

MR. M. R. NARAYANA PILLAI: May I know from the member whether he recommends the removal of the words "commercial system" in the accounts so that confusion will be avoided?

MR. M. SIVATHANU PILLAI: I am not at all confounded.

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PRESIDENT: Order, Order. On the misleading nature of the different systems of accounts the House has spent one hour and ten minutes.

MR. M. SIVATHANU PILLAI: If the Chair objects to the words 'cereal merchants', I will say that ordinary merchants dealing in a small scale business will be able to grasp the position here.

MR. M. R. NARAYANA PILLAI: May I know whether he has got the particular idea from those particular set of accounts?

MR. M. SIVATHANU PILLAI: Yes. Sir, They are all Tamilians; and I am proud to say that Tamilians are notorious for keeping correct accounts.

PRESIDENT: I think honourable member means "famous" and not "notorious".

MR. M. SIVATHANU PILLAI: It is only so from the point of view of non-Tamilians. So I would appeal to the members to take it that in this sense the difference between Mr Salter and the Financial Secretary is inevitable.

SADASYATILAKA T. K. VELU PILLAI: May I ask one question? Referring to the Administration Report of the Transport Department it is stated that the working of the department has resulted in a not loss. Profit includes what is left after meeting all the working expenses and interest on capital expenditure. The opposite is loss. Does the member agree to that?

MR. M. SIVATHANU PILLAI: Certainly yes.

SADASYATILAKA T. K. VELU PILLAI: Then my further question is, if excluding the interest charges profits are expected, cannot that be considered as covering interest charges also?

MR. M. SIVATHANU PILLAI: Therefore, I wish to submit that the honourable members will understand the difference in the system of keeping accounts by Government *i. e.*, by the Financial Secretary on one side and that maintained in "commercial account" by Mr. Salter on the other. We should treat the expenditure met on behalf of purchase of spare parts as expenses for the year and as it is done by Government and only that amount on account of those spare parts utilised for the year as expenditure for the year by the Transport Department.

MR. K. G. GOVINDAN: May I ask the honourable member, how many times he has repeated the same idea?

MR. M. SIVATHANU PILLAI: I wonder whether the honourable member has caught my point, in spite of it.

PRESIDENT: The honourable member will please finish his remarks.

MR. M. SIVATHANU PILLAI: In my opinion there is no harm done in allowing Government to keep their accounts in Government separately because it is unassailable and to allow Mr. Salter to keep his commercial system of accounts separately. If people will not understand it, I for one would take it that there has been no real endeavour

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[Mr. M. Sivathanu Pillai.]

on the part of the public to understand the financial commitments of the department. If persons deliberately want to mislead the working of the department, all that I have to say is not to be led by them. The department is working on a well established system of accounting.

MR. E. G. SALTER: Sir, I am grateful to my honourable friend Mr. T. P. Velayudhan Pillai in having initiated this debate. I entirely agree with him in my personal capacity but my position is anomalous as a representative of Government. However, from the remarks of the honourable members of this House who have spoken, two things are obvious. One is that there have been misgivings and misunderstandings throughout the State in respect of the financial stability of this department. Secondly, the honourable members appear to understand and appreciate the situation, as every item that was the subject matter of discussion has been explained by the honourable members themselves, perhaps with the unfortunate exception of my honourable friend Mr. M. R. Narayana Pillai who seems determined to regard the whole question with suspicion. I would answer one question of Mr. Narayana Pillai. He referred to the fact that a sum of Rs. 8,000 and odd was debited in this year's figures for house rent allowances Whether it is due to Government or to the Chief Engineer, or anybody else, for reasons which I do not myself know, the Financial Secretary has not previously debited this item ever since the department has been formed or since my arrival in India. Is it fair, is it reasonable that the whole amount is to be debited against this year? An answer to that question will be the answer to the whole lot of questions dealing with the difference between Government and commercial accounting. I think it was in the year 1115, the entire leave and pension contributions for all pensionable staff of the department were debited in that year. It is transactions such as this which have caused such disparities between the two methods of accounting.

MR. M. R. NARAYANA PILLAI: May I know whether the commercial accounts maintained by the department were ever published any day before 1117?

MR. E. G. SALTER: No Sir. But I have been endeavouring to impress upon Government this aspect.

PRESIDENT: Order, order.

MR. E. G. SALTER: I am speaking in my personal capacity.

PRESIDENT: No. The honourable member cannot speak in that capacity.

MR. E. G. SALTER: Sir, I beg your pardon.

MR. M. R. NARAYANA PILLAI: May I know whether the department is not running at a loss?

MR. E. G. SALTER: The department has never run at a loss.

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PRESIDENT: I may say at once to dispel the misgivings on the subject that from the time the department was started, it has been running at a profit. The so-called loss arises from the circumstance that there are certain debits and absence of credits from the account point of view which will come into commercial accounts. One procedure is essential from the budgetary point of view and the other from the commercial point of view. If one were asked whether this department is run at a profit or not, the answer should be that it is run at a profit. I may say that the department has actually made a profit of about Rs. 15 to 16 lakhs and the total amount spent on the department is about Rs. 12 to 13 lakhs. So the net result after all these five years is a gain of about Rs. 3 to 4 lakhs.

MR. M. R. NARAYANA-PILLAI: In that case, how are we to account for the Financial Secretary's statement, *viz.*, that the working of the department as seen from the Government accounts has resulted in a net loss in all the past years.....

PRESIDENT: The Financial Secretary is perfectly right in having said so from his point of view. For instance, there is the P. W. D. Workshops. If one were to ask whether that institution works at a profit or loss, the Financial Secretary's reply will be that it is definitely working at a loss from the Government point of view but that would not be correct from the point of view of ordinary business transactions. The work of a budget, the preparation of a budget, the understanding of a budget, are all for experts.

All that can be said about the accounts in the Transport Department is this. I think it was at my suggestion that this system of commercial accounts was introduced in this department. The results were also published. It was said that the department is being run at a loss. Some people wanted to make it appear that it did not and could not work at a profit. Some persons in order to make it perfectly clear that their predictions have proved correct, wanted to make it appear that the department has failed. Therefore, it was decided that honourable members of this House should be shown both the figures, I mean the figures worked by the department as well as Government, so that they can judge for themselves the true state of affairs. Even though the department was working at a loss according to one system of accounting, we are not going to change the system of Government accounts for the sake of a particular department. I can well understand a proposition like the following *viz.*, "Let Mr. Salter run this department by himself just like the Rubber Factory". In the case of the Rubber Factory, we have invested about Rs. 5 lakhs. It is being run by an organisation at its discretion and that concern has to pay certain commissions and enter into certain commercial transactions. All this does not come to the knowledge of the Government. This year there is a profit of Rs. 5 lakhs for the Rubber Factory. We are not concerned with anything more there, excepting the fact that we

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[President.]

had paid a certain amount of money and are getting a certain dividend or profit. But so long as an institution is run by Government as a Government institution, then Government will have to maintain a system of accounts by themselves as distinct from the commercial accounts kept by the department. That is the sole point now. But in order that there may be no confusion on that matter, I have also suggested to Mr. Salter and to the Financial Secretary that there will be a parallel system of accounts on commercial basis as if Mr. Salter was the owner of this Transport Department, as if he ran it himself, as if he was accounting to us as our partner or agent for the purpose of knowing whether the concern is run either at a profit or loss on the normal commercial basis. On that basis, a commercial system of account is being maintained by this department. Under no system of accounting could both the systems be assimilated. It is for the public to make up their minds if there is any mistake. Many of the figures are and must be common to both systems. It is only the treatment of depreciation, stocks, interest, the giving of credit, the actual realisations, etc, that make a difference in the net result. It is nobody's case that Mr. Salter does not send up all the money he gets by way of passenger fares. Unless an amount is actually realised the Finance Secretary will never include the figure. From Mr. Salter's point of view, he would say that what he has earned is what matters. On that score he would declare his profit. Every company declares a profit on what it says it earned. One has to rely on that entirely. No bank could live for two days if it exhibits accounts like a Government.

MR. M. R. NARAYANA PILLAI: Sir, let there be no misunderstanding in the matter. I am not in the least responsible for that state of affairs. There will be no misunderstanding of the Budget Speech of the Financial Secretary and his system of accounting and that of the accounts kept by the Director of Transport, provided what is stated by the honourable member the Financial Secretary is explained to the satisfaction of the members of this House.

PRESIDENT: I dare say the Financial Secretary will further explain the matter. Now Mr. Salter can proceed with his remarks.

MR. E. G. SALTER: Sir, from the detailed explanation which you have so kindly given to the honourable members on this matter I think there is very little left for me to say. In order to remove misunderstandings Government have decided to have in future a simultaneous publication of both sets of accounts—commercial as well as Government accounts. Having regard for this explanation, I would request the mover of the cut motion to withdraw it.

MR. M. R. NARAYANA PILLAI: Sir, may I know what the Financial Secretary has to say in the matter?

MR. A. LAKSHMINARAYANA AYYAR: Sir, let us assume the Government to be the capitalist who has invested Rs. 10 lakhs in the Transport concern. For the first 3 years they expected a return of 4 per cent. On that basis, they debited the concern with the interest.

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Therefore Government figures are seen somewhat higher. Ordinarily Government are able to get interest at the rate of 2½ per cent. from Savings Bank accounts. Because they thought that they would get 4 per cent. interest from the transport concern, they debited the concern with 4 per cent. rate of interest. Now, they find that they could not get 4 per cent. On account of the debit there is loss. The Government are able to get deposits at the rate of 2½ per cent. and actually the realisation in this case works to about. 3½ per cent. In 1116 the system of accounting was changed in respect of the Transport Department and consequently interest and working expenses were shown separately. I shall give the figures roughly. During all these years interest charges to the extent of about Rs. 1½ lakhs were debited on a 4 per cent. basis. I have excluded interest charges to show what Government as the capitalist realised from the amount invested in the concern. The actual interest realised is only about 3½ per cent. and that is the return from that investment. Therefore I have said the department is self supporting. I said "Even according to Government accounts". I have taken there a worse position as the Transport Department may have some surplus stores also. I said a little while ago that in all 3½ per cent. is being got as interest instead of 4 per cent. expected.

MR. M. R. NARAYANA PILLAI: May I know whether the value of stock on hand has been shown anywhere in the accounts ?

MR. A. LAKSHMINARAYANA AYYAR: It can be shown only in commercial accounts.

MR. M. R. NARAYANA PILLAI: May I know whether it has been shown at all in the accounts.

MR. A. LAKSHMINARAYANA AYYAR: It is shown only in the commercial accounts.

MR. M. R. NARAYANA PILLAI: But is it shown anywhere ?

MR. A. LAKSHMINARAYANA AYYAR: It is deducted from the working expenditure. That is a detail of the working expenditure. All the heads will not be shown here.

MR. M. R. NARAYANA PILLAI: May I then take it that the Financial Secretary has not included it in his accounts ?

MR. E. G. SALTER: We find it in the departmental Administration Report.

MR. KOTTALIL P. ABRAHAM: Can we get a copy of the commercial accounts ?

MR. A. LAKSHMINARAYANA AYYAR: Yes. Here is a statement of reconciliation of the figures. These are the heads given by Mr. Salter:

Actual expenditure in the accounts of the year. (This is our figure), *Add value of the stock of the previous year.*

Add liabilities on account of the value paid for supplies made or services rendered. Deduct the value of the stock-in-hand at the close of the year, etc.

He gives these figures.

MR. M. R. NARAYANA PILLAI: Does the Financial Secretary take any responsibility for the figures he is reading ?

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MR. A. LAKSHMINARAYANA AYYAR : Yes, we have audited the accounts.

PRESIDENT : There seems to be some trouble in these matters. Does the honourable member think that Mr. Salter's figures are evolved from the air ? There is an accountant in each office; one Account Officer or auditor works in the Transport department and another works in the Finance Department. Does the honourable member think that separate accounts are maintained in each office in the manner in which each chooses ?

MR. M. R. NARAYANA PILLAI : The Financial Secretary said that the figures are supplied by Mr. Salter.

PRESIDENT : Honourable members must know that every department run by Government is audited by Government. There is a definite continuous audit of the figures supplied by Mr. Salter. The figures are supplied by the department of which Mr. Salter is the head. The figures are audited by the account officer who is under Mr. A. Lakshminarayana Ayyar. In addition there is a further audit conducted for certain purposes by the Accountant General.

MR. KAINIKKARA M. PADMANABHA PILLAI : May I know from the Financial Secretary or from Mr. Salter whether hereafter it is the idea to publish both these forms of accounts together or whether it is possible to add to them a reconciliation statement ?

MR. A. LAKSHMINARAYANA AYYAR : Yes, it is proposed to be done.

MR. PADIYARA JOSEPH KUJNU : ടാൻസ്പോർട്ട് ബസ്സുകൾ ഇപ്പോഴും ഓടാം കൊടുക്കുന്നുണ്ടോ എന്നു ചോദ്യാവിക്കാൻ മന്ത്രിക്കുമോ?

MR. E. G. SALTER : I mentioned this morning that the department pays over 20 per cent. of the total revenues from this source; that is to say, approximately 1 1/4 lakhs of rupees.

MR. KOTTALIL P. ABRAHAM : May I draw the attention of the Director of Transport to the remarks on page 12 of the Administration Report published by the Public Works Department, that the decrease is due to the Transport Department operating on most of the important roads of the State during the year and that there was a lesser number of vehicles paying the toll. The idea therefore is that payment of toll by the Department is much less than what was realised by Government.

MR. E. G. SALTER : I have no information in regard to the amount received by the Government before the department was in operation. All I know is that the department is paying on a mileage basis which works out to an amount equivalent to the amount which it would have to pay if daily toll was paid.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : May I know from the Director of Transport whether there is any cut in the number of buses in service on different roads on account of the international situation.

MR. E. G. SALTER : There has necessarily been reduction in service.

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MR. PULIYOOR T. P. VELAYUDHAN PILLAI: In the face of the explanation offered by the honourable member, I do not press the motion.

The motion was, by leave, withdrawn.

The following motions were not moved.

164. MR. M. RAMIAH PILLAI:
To reduce the allotment of Rs. 34,508 for establishment, by Re. 1.

165. MR. KAVIYOOR K. K. KOCHUKUNJU:
To reduce the allotment of Rs. 45,508 for establishment, by Re. 1.

Motion No. 166.

MR. G. VELU PILLAI: Sir, I beg to move the motion to reduce the allotment of Rs. 4000 for travelling allowance by Re, 1.

My object in doing so is to speak about the need for greater and more efficient supervision in the department. Sir, at the outset I may say that I am happy to note that the Transport Department has withstood and survived many hostile criticisms and pessimistic forebodings both inside this House and also outside. The Transport Department is fast becoming one of the most important departments of Government and it is the duty of the Director to make it as efficient as possible especially as the department is to be made permanent from the beginning of next year. Sir, the first thing that I want to point out is with regard to overloading. You said Sir, the other day that overloading cannot be prevented especially at this time. I have absolutely no complaint about it. But overcrowding Sir, which I take to be an aggravated form of overloading, can be prevented to some extent Overcrowding generally takes place because of people getting into the buses to go short distances, say 1, 2 or 3 miles. If the department takes care to discourage people as far as possible ... .

PRESIDENT: But how to discourage?

MR. G. VELU PILLAI: By not allowing people to go short distances of one, two or three miles in the buses.

MR. E. G. SALTER: May I ask the honourable member if he is aware that the department has introduced a 3 chuckrams minimum fare in an attempt to discourage people from travelling in buses for short distances?

MR. G. VELU PILLAI: But I say passengers should not be allowed to travel such distances in buses.

PRESIDENT: But how? A man buys a ticket.

MR. G. VELU PILLAI: Tickets should not be issued in such cases.

PRESIDENT: That is, each person should be asked where he goes?

MR. G. VELU PILLAI: Yes, if it is necessary.

MR. KAINIKKARA M. PADMANABHA PILLAI: Suppose he says he wants to go to a distant place and gets down in nearer places.

MR. G. VELU PILLAI: But there will not be many who can afford such a luxury.

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MR. T. C. KESAVA PILLAI : ടൌൺസർവ്വീസ് വേണ്ടന്നാണോ പറയുന്നത്?

MR. G. VELU PILLAI : ടൌൺസർവ്വീസ് വേണ്ടെന്നല്ല ഞാൻ പറയുന്നത്. മറ്റു സർവ്വീസുകളെക്കുറിച്ചാണു ഞാൻ പറഞ്ഞത്.

In this connection, incidentally Sir, I may say that the Express Service has been of much use and convenience to passengers and that it should not be stopped. It has gained great popularity and favour with the public and I say that it should be continued. It brings more revenue to the department as well as more comfort to those who need it. Also the buses run on these express services are not damaged as easily as the other buses.

Another point that I wish to stress is about the increasing number of accidents to passengers. In the Administration Report for 1116 it is stated that there were 49 accidents of which 10 were serious and 3 fatal. I should say Sir, that the department must take all possible care to avoid the increasing number of accidents in future. They must punish severely those drivers who are found to be negligent and reward those who are found to be careful.

Another point I wish to stress is that more attention should be paid to prevent frauds and mis-appropriations by conductors. In the Audit and Appropriation report for 1116 it is found that six cases of fraud and mis-appropriations were detected. I should say Sir, that many more should have remained undetected. Especially now that the buses are over-crowded, there is every chance and likelihood for these mis-appropriations increasing in number.

Then Sir, the expenditure in the department is steadily increasing and it is high time that the Director should control it. With these few words I move this motion.

MR. K. KUNJU PANICKER : In supporting the motion, I beg to submit that since the buses are conducted by educated and honest conductors, the large number of Checking Inspectors appointed in the department is unnecessary. I find that there are Chief Inspectors and District Inspectors in the department and such officers I say are necessary. And there are 49 Checking Inspectors in the Rs. 40-50 grade. At an average for every 10 or 12 miles we note in travels that one Inspector each enters the bus and makes a checking. As soon as one Inspector gets down, another gets in, and repeats the process, so that Checking Inspectors have become a sort of nuisance to the travellers. As a matter of fact, when we find that conductors themselves are honest and educated persons, these Checking Inspectors are an unnecessary set of people who are troubling the passengers and are there to question the honesty of the conductors. To meet the expenses of these 49 Inspectors about Rs. 29,000 and odd is spent per annum. I submit that since they have been entertained, they should not be eliminated. But the Director and the Government should see that hereafter they are also absorbed among the Conductors. Since they are approved to be honest, no checker is required to supervise them.

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MR. K. R. NARAYANAN : ഇൻസ്പെക്ടറന്മാരുടെ ശമ്പളം കറക്കണമെന്നാണോ, അവരുടെ നമ്പർ കറക്കണമെന്നാണോ മെമ്പർ പറയുന്നത്?

MR. K. KUNJU PANICKER: What I submit is that the number of 49 Checking Inspectors should be reduced. There are several other Inspectors to supervise and the Conductors themselves are sufficiently educated and supposed to be honest people.

MR. K. P. KOCHUKORA THARAKAN : കണ്ടക്ടേഴ്സ് പണം അപഹരിക്കുന്നതിനെപ്പറ്റി കേസുകൾ വല്ലതും ഉണ്ടായിട്ടുണ്ടോ?

MR. K. KUNJU PANICKER: The conductors of whom mention is made in the Appropriation Report are those who were found to have committed some fraud in the office itself and not while in the bus. So what I beg to point out is that these Inspectors may be absorbed into other ranks. They are presumed to be honest men and such honest men should be entertained as conductors in the present and in other lines and the expenditure in the department should be curtailed.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know from the honourable member the total number of miles operated by the Transport department during the year 1117?

MR. K. KUNJU PANICKER: That is a matter of mechanical calculation. My friend may make the calculation from the fact that Trivandrum to Kottayam is 96 miles and Trivandrum to Nagercoil is 42 miles etc.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: That is not my question. My question was about the total number of miles operated by the Transport buses and lorries in the year 1117.

MR. E. G. SALTER: Five and half million.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know then whether the number of Inspectors is too much?

MR. K. KUNJU PANICKER: Yes.

MR. M. R. NARAYANA PILLAI: May I know the total number of tickets issued in the year 1116.

MR. E. G. SALTER: Six and a half million.

MR. KOTTALIL P. ABRAHAM: May I know from the honourable member how a change of the name of the Checking Inspectors into conductors or such other things will curtail the actual expenditure of the department?

MR. K. KUNJU PANICKER: That is what I wanted to point out. The Checking Inspectors as an institution may be stopped and the conductors alone need be appointed. That will incidentally reduce the general expenses. Now, the conductors are there and there are Checking Inspectors also. We recruit people who are educated and who are supposed to be honest for both ranks. On the other hand if we are to presume that the Checking Inspectors and the conductors are jointly likely to commit fraud, and other supervisors should be appointed, there will be no end to such presumptions and appointments.

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MR. K. P. KOCHUKORA THARAKAN : കണ്ടക്ടർ പണാപഹരണം തടയുന്നതിന് എന്തു ചെയ്യണമെന്നാണ് മെമ്പറുടെ അഭിപ്രായം?

MR. K. KUNJU PANICKER: My view is that our conductors are equally honest and that the Checking Inspectors are unnecesary additions only to increase the expenditure of the Transport Department. That is my confirmed view.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know the average number of hours each Checking Inspector has to work per day?

MR. K. KUNJU PANICKER: That the departmental head may be able to say. I know this much that these Checking Inspectors are not necessary, and if at all the institution is to be maintained, their number should be curtailed to a very great extent.

MR. M. R. NARAYANA PILLAI: May I know from the honourable member whether there are not checkers for services other than the Transport service?

MR. K. KUNJU PANICKER: They are not so numerous. In the case of the Government Transport service their number is too many. The number can at least be reduced. That is what I want to bring to the pointed attention of the Government and of the head of that department. 49 of them are there to cover a distance of 96 miles from Trivandrum to Kottayam and about 42 miles from Trivandrum to Nagercoil and to check Quilon Shencotta line. Of course there are some intermediary routes as well.

MR. KAINIKKARA M. PADMANABHA PILLAI: What about Trivandrum to Quilon?

MR. K. KUNJU PANICKER: There is another 40 miles. What I wanted to point out is that these conductors are equally honest and educated and they are equally well conducted.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know the percentage of expenditure on the operating branch in this department?

MR. K. KUNJU PANICKER: The percentage of expenditure is at a high level because such unnecessary inspectors are also appointed.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know the percentage?

PRESIDENT: Whatever it is, he says that it is high.

MR. K. KUNJU PANICKER: I can read from the report.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I inform the honourable member that it is the lowest percentage?

MR. K. KUNJU PANICKER: Sir, I support the motion with the intention of getting this institution of inspectors abolished or at least reduced.

MR. K. P. KOCHUKORA THARAKAN : ചെക്കിംഗ് ഇൻസ്പെക്ടർമാർക്കും കണ്ടക്ടർസിനും ഒരേ കപ്പാളിഫിക്കേഷനാണെന്നു പറഞ്ഞല്ലോ. ചെക്കിംങ്ങ് ഇൻസ്പക്ടേർസ് ബി. എ. പാസ്സായവരും കണ്ടക്ടേർസ് അധികവും സ്കൂൾഫൈനൽകാരുമാണെന്നു മെമ്പർക്കറിയാമോ?

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MR. K. KUNJU PANICKER: Among conductors there are graduates, school final men and under-graduates.

MR. P. SIVARAMA PILLAI: May I know whether it is the intention of the honourable member that there should be no audit or checking in any department because people are honest?

SADASYATILAKA T. K. VELU PILLAI: I also wish to support this motion, in order to impress upon this House one particular, that is the kind of attention given to female passengers. I find a motion on that subject lower down in the notice paper but rather than wait for that motion to come up I thought I would speak about it on this motion. I am very glad Sir, that I am addressing this argument to a House composed of members who have always been alive to the claims of ladies and to the head of a department who has inherited ideas of chivalry. I therefore expect no opposition. All that I want to do is to inform Government and also Mr. Salter that in spite of the very great advance made in education and enlightenment in this country it is the pride and glory of Indian womanhood to follow the foot steps of their ancestors in certain matters relating to behaviour, conduct, etiquette and so forth.

I am one who has been using these transport buses rather frequently in recent months. I have had to travel in the transport buses more frequently during the last one or two months because of petrol rationing. I have therefore had ample opportunity to see for myself that it is with great pain that women are obliged to travel in the transport buses. I am taking a stand not for lack of interest in the department, not because the head of the department is not prepared to understand the difficulty but because in the particular training that higher officers have got, I mean of the department, they do not advert to certain aspects unless their attention is brought to them. Sir, in India there is nothing which a woman of respectability dislikes so much as the touch of a stranger. Even the touch of a brother or uncle is not liked. Whereas in western countries on account of their process of thinking, shaking of hands is a very common thing and I have seen on railway platforms brothers kissing sisters I was staggered at seeing such things. It was years ago, but now I have lived rather long and I am wise enough to understand that different people follow different customs. I wish to say only this Sir, that in England it is not considered wrong for a woman to participate in a ball at midnight though she is perfectly honourable and aristocratic. But for an Indian woman, you know, Sir.

PRESIDENT: I know that now Indian women too not only participate, in balls but even dance beyond midnight.

SADASYATILAKA T. K. VELU PILLAI: I have nothing to say against officers commercial magnates and others who set the fashion in these matters. Let me close my speech by saying this In England and in countries where western civilisation has advanced it is not considered wrong to kiss the hand. In the High Court of Madras you find the

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[Sadasyatilaka T. K. Velu Pillai.]

Sergeant asking the witness in the box to kiss the book. If is perfectly right. But if a woman were asked to do this there is something very dangerous in it.

PRESIDENT: Hindus are not called upon to kiss books.

SADASYATILAKA T. K. VELU PILLAI: That is in support of my argument. So that, Sir, there are these differences between the west and the east. I say this because the House will never be in a position to know the difficulties that women are put to while travelling in a transport bus. The space between two sets of seats is hardly 9 inches and people who are long legged like myself will be sitting in the bus and some people may be sitting this side or that and women unfortunately have to wade through all these legs touching everybody. Sir, I do not want to expatiate. We all understand it. Therefore I expect that Mr. Salter will help the people of this country by making State Transport buses very convenient for travelling and see to it that the convenience of women is not neglected.

MR. K P. KOCHUKORA THARAKAN: അതെങ്ങിനെ വേണമെന്നാണ് മെമ്പറുടെ അഭിപ്രായം?

SADASYATILAKA T. K. VELU PILLAI: ഞാൻ ഒരു എൻജിനീയറല്ല. എന്റെ സ്നേഹിതനു അറിയാവുന്നതിൽ കൂടുതൽ കാര്യങ്ങൾ എനിക്കറിയാമെന്ന് നടിക്കുന്നില്ല. പല വലിയ കാര്യങ്ങളും ചെയ്യാൻ സാധിച്ചതായ ബഹുമാനപ്പെട്ട തിരുവിതാംകൂർ ഗവണ്മെന്റു വിചാരിച്ചാൽ ഇതിലേക്കും തരമായ ഒരു പദ്ധതി കണ്ടുപിടിക്കാൻ സാധിക്കും. അങ്ങനെയുള്ള പദ്ധതികളൊന്നും കിട്ടിയില്ല എന്നു തോന്നുന്നപക്ഷം ഞാൻ പറഞ്ഞുകൊടുക്കാൻ തയ്യാറുണ്ട്.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know from the honourable member whether the difficulties suggested by him can be obviated or averted only by the introduction of reservation?

SADASYATILAKA T. K. VELU PILLAI: I think it will be one of the methods. A wider passage is another. I am not an authority and I am conceding that Mr. Salter is a better authority.

MR. D. C. JOSEPH (*Nominated*): Sir, owing to unavoidable and unforeseen circumstances our Transport Department has become an object of ridicule. That is the case with every enterprise in the initial stages. It is common knowledge that at the time the department was first started there was very much opposition, but its usefulness has later on been fully realised with the result that there was insistent demand even from those who originally opposed the scheme, for its extension to various parts of the State. We are far better when compared with transport arrangements made outside the State.

Now owing to unforeseen circumstances, there is reduction in the number of buses and consequently there is overcrowding in these buses.

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As for the inconvenience to women passengers, it is the male passengers that contribute to it. Instead of waiting they are in a hurry to get preference.

The head of the department is attending to the satisfactory working of the department. There may be omissions and there may be commissions, but generally there is cause for us to feel satisfaction in the working of the department. Everybody realises there is overcrowding but it can be avoided if we minimise travel. So, I think there is no necessity for the motion before the House.

Further there is the Advisory Committee to which we have sent our representatives. They are there to give proper advice to the head of the department and even if he did not pay proper heed to their proposals there is the head of the administration who will see that things are carried out properly. So I strongly oppose the motion.

MR. K. R. NARAYANAN . സർ, ഈ ഉപക്ഷേപത്തെ ഞാൻ പിൻതാങ്ങുന്നു. ചെക്കിങ്ങ ഇൻസ്പെക്ടറന്മാരുടെ ജോലി പരിപൂർണ്ണമായി നിവൃത്തണമെന്നു എനിക്കു അഭിപ്രായമില്ല. എന്നാൽ അവരുടെ എണ്ണം ഒന്നു കുറച്ചാൽ കൊള്ളാമെന്നു എനിക്കു തോന്നിയിട്ടുണ്ട്. കോട്ടയത്തു നിന്നും തിരുവനന്തപുരത്തേക്കു ട്രാൻസ്പോർട്ട വണ്ടിയിൽക്കൂടി ഞാൻ പോന്നിട്ടുള്ള സന്ദർഭങ്ങളിൽ അവിടെ അവിടെയായി നില്ക്കുന്നചെക്കറന്മാർ തന്നെ ബസ്സിൽ കയറി ഓവർലോഡ ആക്കാറുണ്ടു. ഇതുകൊണ്ടു ചെക്കിങ്ങ് ഇൻസ്പെക്ടർമാരുടെ ഭരണം ഒന്നു കുറക്കേണ്ടതും അവരെ നിയന്ത്രിക്കേണ്ടതും • അത്യാവശ്യമാണു്: സാമ്പത്തികമായ നിലയിൽക്കൂടി നോക്കിയാലും അതിന്റെ ആവശ്യം വളരെ ഉണ്ടെന്നു കാണാൻ കഴിയും. ശ്രീമാൻ. ടി. കെ. വേലുപ്പിള്ള അവർകൾ മുണ്ടിക്കാണിച്ച ഒരു സംഗതി വളരെ ശരിയാണു്. എന്റെ അനുഭവത്തിൽ ട്രാൻസ്പോർട്ട വണ്ടികളിൽ കയറുന്ന സ്ത്രീകളുടെ നരകത്തിൽവച്ചു നരകം അനുഭവിക്കുന്നതു. ഒന്നുതൊട്ടു, അല്ലെങ്കിൽ കാൽ ഒന്നുമുട്ടി, ഇതൊന്നും ഞാൻ വകവക്കുന്നില്ല. പാശ്ചാത്യഭാഷയിൽ ആയാലും കൊള്ളാം പൌരസ്ത്യഭാഷയിലായാലും കൊള്ളാം ഇതൊന്നും ഗണനീയമായ കാര്യങ്ങളല്ല. എന്നാൽ എനിക്കുണ്ടായ അനുഭവം അതല്ല. മി. സ്പീക്കറിന്റെ ഭാഷയിൽ പറഞ്ഞാൽ ട്രാൻസ്പോർട്ട വണ്ടികൾക്കു 'സ്റ്റാൻഡിംഗ്ഗ് സീറ്റു' കൂടിയുണ്ടു്. ഒരിക്കൽ ഈ സ്റ്റാൻഡിംഗ്ഗ്സീറ്റിൽ എട്ടോ പത്തോ ആളുകൾ അതിനു വിലങ്ങനെ വച്ചിരിക്കുന്ന കമ്പിയിൽ തുങ്ങുന്നതു ഞാൻ കണ്ടു. രണ്ടുമൂന്നു സ്ത്രീകൾക്കൂടി ആ കൂട്ടത്തിൽ തുങ്ങിനില്ക്കുന്നു. വഴിയുടെ ഒരു തിരുവിൽവച്ചു് ബസ്സു് ഒന്നു വെട്ടിച്ചപ്പോൾ തുങ്ങിനിന്നവരിൽ രണ്ടുമൂന്നുപേരുടെ കൈ കമ്പിയിൽനിന്നു വിട്ടുപോയി. അവർ എല്ലാപേരുംകൂടി ഒരു ശിശുവുമായിനിന്ന ഒരു സ്ത്രീയുടെ മേൽ

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[Mr. K, R. Narayanan.]

ചെന്നുവീഴുകയുണ്ടായി. അതിനിടയിൽക്കിടന്ന് ആ ശിശുവും സ്ത്രീയും ഞെരിയുന്നതു ഞാൻ കണ്ടു. കണ്ടക്ടറിക്കുകത്തു് എലി കിടന്നു ഞെരിയുന്നതുപോലെ അവർ ഞെരിഞ്ഞു. ഇരുമ്പു കമ്പിയാണു അതിൽ ഉള്ളതു്. മഴപെയ്യുന്ന സമയങ്ങളിൽ കൈയ്യ് ഇഴകിപ്പോകുന്നതിനു എളുപ്പമുണ്ട്. കാൽ തൊട്ടാലോ, അല്ലെങ്കിൽ, കൈയ്യ് ഒന്നു തൊട്ടാലോ സാരമില്ല. പക്ഷെ ഇങ്ങനെ ഞെരുങ്ങുകയും ഞെങ്ങുകയും ശ്വാസംമുട്ടിചാവുകയും ചെയ്യുന്ന സമ്പ്രദായം ഒന്നു മാറ്റുവാൻ ട്രാൻസ്പോർട്ട് ഡിപ്പാർട്ടുമെൻറുകാർ ഒന്നശ്രദ്ധിക്കേണ്ടതാണു.

മറ്റൊരു സംഗതി വളരെ ആവശ്യമായിപ്പറയണമെന്നു ഞാൻ ആഗ്രഹിക്കുന്നു. ട്രാൻസ്പോർട്ട് ഡിപ്പാർട്ടുമെൻറിൽ നിന്നും നടത്തുന്ന എക്സ്പ്രസ് സർവീസ് ജനങ്ങൾക്ക് ചില കാര്യങ്ങളിൽ സൌകര്യപ്രദമാണെന്നുള്ളതു് പറയാതിരിക്കുവാൻ നിവ്വാഹമില്ല. അതിൻറെ സീറ്റുകൾ ക്ലിപ്തപ്പെടുത്തിയിട്ടുള്ളതുകൊണ്ട് മാനം മര്യാദയായിട്ടെങ്കിലും വലിയ ഞെരുക്കം കൂടാതെ സ്ത്രീകൾക്കും മറ്റും അതിൽ കയറിപ്പോകാൻ സാധിക്കുന്നു. അതുകൊണ്ട് എൻറെ അഭിപ്രായം പറയുകയാണെങ്കിൽ ആ പേരിലെങ്കിലും കുറെക്കൂടി സർവ്വീസുകൾ നടത്തണമെന്നാണ്. ഞാൻ ഈ കാര്യം ഇത്ര അടിയന്തിരമായി എന്നാൽ മാർഗ്ഗവശമായും പറയുന്നതു ഇന്നലെ ദിവാൻ പ്രസിഡൻറവർകൾ എക്സ്പ്രസ് സർവീസുകൾ നിറുത്താൻ വിചാരിക്കുന്നതായി പ്രസ്താവിച്ചതുകൊണ്ടാണ്. സാമ്പത്തികമായി നോക്കുമ്പോൾ ഇതു നടത്തുന്നതിൻറെ ഔചിത്യത്തെപ്പറ്റി എനിക്കു മനസ്സിലാക്കുവാൻ കഴിയും. എന്നാൽ ട്രാൻസ്പോർട്ട് ഡിപ്പാർട്ടുമെൻറിൽനിന്നും നടത്തിവരുന്ന ഈ എക്സ്പ്രസ് സർവീസുകൊണ്ടു ജനങ്ങൾക്ക് വളരെ സൌകര്യവും ഉപയോഗവും ഉണ്ടെന്നുള്ള വിവരംകൂടി അതു നിറുത്തണമോ വേണ്ടയോ എന്നു ആലോചിക്കുന്ന സന്ദർഭത്തിൽ ഗവണ്മെൻറു അവഗാഢമായി ദയാപൂർവ്വമായി പരിചിന്തനം ചെയ്യണമെന്നു അപേക്ഷിക്കുന്നു.

MR. P. SIVARAMA PILLAI: Sir, I would like to offer a few remarks. It has been said that over-crowding in transport buses is inevitable and is unavoidable. But there are certain physical limitations to over-crowding in transport services. At present a bus cannot hold more than 50 or 60 persons. But even if there are 50 or 60 persons in a bus, still people are allowed to be carried in the bus. It causes a lot of suffocation and inconvenience to the people inside the bus, and it is also more conducive to dangerous accidents.

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Another thing which I would like to bring to the notice of the Transport Department is this. The other day when I was travelling from Kottayam to Trivandrum I saw 3 or 4 buses on the way due to break-down. This is a common feature with the Transport Department. I say these things so that it may be considered and the defects removed by the department as soon as possible.

MR. K. P. KOCHUKORA THARAKAN . ട്രാൻസ്പോർട്ട് ഡിപ്പാർട്ടുമെന്റിൽ ഓവർലോഡ് കുറെ കൂടുതലാണെന്നുള്ള സംഗതി പറയാതിരിക്കുവാൻ നിവൃത്തിയില്ല. ഡിപ്പാർട്ടുമെന്റിന്റെ കുറവുകൊണ്ടാണ് ഇങ്ങനെ ഓവർലോഡ് വരുന്നതെന്നു ഞാൻ പറയുന്നില്ല. ജനങ്ങളുടെ വണ്ടിയിൽ കയറുവാനുള്ള തിക്കും തിരക്കും അതുമാത്രമുണ്ട്. നിന്നാലും മതി, തൂങ്ങി നിന്നാലുംമതി, എന്നു വിചാരിച്ച് ജനങ്ങൾ വണ്ടിക്കകത്തു പാഞ്ഞു കയറുന്നതു ഞാൻ പലപ്പോഴും കണ്ടിട്ടുണ്ട്. വരുന്ന ആളുകളെ എല്ലാം കയറ്റി വിടുന്ന ഒരു നയം ഡിപ്പാർട്ടുമെന്റുകാക്കും ഉണ്ട്. ഇന്നത്തെ നിലയ്ക്കു അതുകൂടാതെ തരവുമില്ല. ഓവർലോഡ് കുറയ്ക്കുണമെങ്കിൽ വണ്ടികൾ കൂടുതൽ ലയിനിൽ അയയ്ക്കണം. അതിനു വണ്ടികളില്ല. വണ്ടികളുണ്ടെങ്കിൽ തന്നെ ടയറും പെട്രോളും കിട്ടാൻ പ്രയാസം. എങ്കിലും ഈ കാര്യത്തിൽ ഒരു നിയന്ത്രണം വരുത്തേണ്ടതു അത്യാവശ്യമാണ്.

മറെറാരുകാര്യം, അതിന്റെ മേക്രൂട് എപ്പോഴും ചോരും, സൈഡ് കർട്ടനും അതുപോലെ കരിക്കലും നന്നായി കാണുന്നില്ല. അതുകൊണ്ട് അതിനും ഒരു പരിഹാരം ഉണ്ടാക്കേണ്ടതാണ്.

MR. K. R. NARAYANA AIYAR (*Director of Agriculture*) : മെംബർ അഡ്വൈസറിബോർഡിലെ ഒരു മെമ്പർകൂടി ആണല്ലോ. ഈ കാര്യം കത്തുപുറി അഡ്വൈസറിബോർഡിൽ യാതൊന്നും പറഞ്ഞിട്ടില്ലേ?

MR. K. P. KOCHUKORA THARAKAN : പലപ്പോഴും പറഞ്ഞിട്ടുണ്ട്. ബോർഡിന്റെ കഴിഞ്ഞയോഗത്തിലും ഇതിനെപ്പറ്റി കാര്യമായി പറഞ്ഞിട്ടുള്ളതാണ്.

ഇപ്പോൾ യാതൊരു കേടുമില്ലാത്ത ബസ്സുകൾ വളരെ കുറവാണ്. അതു വർക്ഷാപ്പിന്റെ കാര്യക്ഷമതയുടെ കുറവാണെന്നാണു എനിക്കു പറയുവാനുള്ളതു്. നല്ല എഫിഷ്യൻറുവർക്ഷാപ്പ് വേണമെന്നു അഡ്വൈസറികമ്മറ്റി, കമ്മറ്റിയുടെ ആരംഭകാലം മുതല്ക്കേ പറയുന്നുണ്ട്. എത്ര നാളുകൊണ്ടാണു ഈ വർക്ഷാപ്പിൽ നന്നാക്കാൻ കൊണ്ടിട്ടുന്ന ബസ്സുകൾ അവിടെ നിന്നും നന്നാക്കിയിറക്കുന്നതു എന്നു സൂപ്രണ്ടിനുപോലും അറിയാമോ എന്നു സംശയമാണു. അലുവാ കോട്ടയം ലൈൻ ഓപ്പൺ

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[Mr. K. P. Kochukora Tharakan.]

ചെയ്യണമെന്ന് ഒരു ആലോചന വന്നപ്പോൾ പല ലയിനിലെയും ഓടുന്ന വണ്ടികളുടെ എണ്ണം കുറച്ചപ്പോൾ ഉദ്ദേശം ൨൫ വണ്ടികളോളം മിച്ചം വന്നു. അതുകൊണ്ട് കരിശ്യാസ്സ് പ്രഡ്യൂസർഫിനു് ചെയ്യുന്ന മാസത്തിനകം ഇറക്കാമെന്നും അന്നേരം അതുവരെ കോട്ടയം ലയിൻ തുറക്കാമെന്നും ഡയറക്ടർപറഞ്ഞു ഞങ്ങളെ വിശ്വസിപ്പിച്ചു. പ്രതിമാസം നാലോ ആറോ ബസ്സുകൾ അങ്ങനെ നന്നാക്കാൻ കഴിയുമെന്നു സൂപ്രണ്ട് അപ്പോൾ പറയുകയുംചെയ്തു. എന്നാൽ ഡാക്കിൽനിന്നും ഒന്നും നന്നാക്കി പുറത്തു വരുന്നില്ല. വർക്ഷാപ്പിൽ ചെന്നാൽ കേടുവന്ന ധാരാളം ബസ്സുകൾ അവിടെ കിടപ്പുള്ളതായി കാണാൻ കഴിയും. ഒരു നല്ല എൻജിനീയറെ, പത്തോ എഴുന്നൂറോ രൂപാ കൊടുത്തു വരുത്തിയാലും തരക്കേടില്ല ബസ്സുകൾ കേടുപിടിച്ചു ഡാക്കിൽ കിടക്കുന്നതിനേക്കാൾ റിപ്പയർ ചെയ്യുന്നതിനു അല്പം ചെലവു ചെയ്തിട്ടായിരുന്നാലും ഉപയോഗപ്പെടുത്തുന്നതാണല്ലോ ലാഭകരമായിട്ടുള്ളതു. വില കൊടുത്തു വാങ്ങിച്ച വണ്ടികൾ അല്പസ്വല്പം കേടുകൾ വരുത്തിവർക്ഷാപ്പിൽ അയിഡിലായി ഇട്ടിരിയ്ക്കുന്നതിനേക്കാൾ ഡിപ്പാർട്ടുമെൻറിനു ഒരു നല്ല വർക്ഷാപ്പിനു വേണ്ട അനുസാരികൾ ശേഖരിച്ചു് സമർത്ഥനായ ഒരു എൻജിനീയറെ, അതേ മാനേജിംഗ് കപ്പാസിറ്റിയിൽ വണ്ടികളുടെ അറകുറപ്പണികൾ എന്തെന്നു ശരിയായി മനസ്സിലാക്കാൻ സാധിയ്ക്കുന്ന ഒരു എൻജിനീയറിങ്ങ് വിദഗ്ദ്ധനെ, നിയമിച്ചു് ഡിപ്പാർട്ടുമെൻറിലെ വക വണ്ടികൾ എല്ലാം ഓടിയ്ക്കുന്നതിനു വേണ്ട ഏർപ്പാടുകൾ എത്രയും വേഗത്തിൽ ചെയ്യണമെന്നു ഞാൻ ഗവണ്മെൻറിനെ ഉൽബോധിപ്പിച്ചുകൊള്ളുന്നു.

PRESIDENT: The time for the grant having lapsed, I must put the necessary motion to the vote of the House.

The motion was by leave withdrawn.

Motion Nos. 167 to 177.

The following motions lapsed because the time allotted for the demand had expired.

ADMINISTRATION, MANAGEMENT AND CONTROL—*Allowances.*

MR. M. R. NARAYANA PILLAI:

167. To reduce the allotment of Rs. 4,000 for travelling allowance by Re. 1

ADMINISTRATION, MANAGEMENT AND CONTROL—*Contingencies.*

MR. T. T. KESAVAN SASTRI:

168. To reduce the allotment of Rs. 1,500 for office contingencies by Re. 1

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Motions for reduction of total grant.

MR. K. KUNJU PANICKER :
169. To reduce the allotment of Rs. 72,804 for Administration, Management and Control by Re. 1

MR. K. KUNJU PANICKER :
170. To reduce the allotment of Rs. 72,804 for Administration, Management and Control by Re. 1

SRIMATHI T. NARAYANI AMMA :
171. To reduce the allotment of Rs. 48,108 for Administration, Management and Control by Rs. 5

XXXII—STATE TRANSPORT SCHEME—
2. WORKING EXPENSES—*Total allotment.*

MR. KOTTALIL P. ABRAHAM :
172. To reduce the allotment of Rs. 16,46,304 for Working Expenses by Re. 1

MR. K. DOMINIC JOSEPH :
173. To reduce the allotment of Rs. 16,46,304 for Working Expenses by Re. 1

MR. A. K. KUMARAN VAIDYAN :
174. To reduce the allotment of Rs. 16,46,304 for Working Expenses by Re. 1

MR. K. P. KOCHUKORA THARAKAN :
175. To reduce the allotment of Rs. 16,46,304 for Working Expenses by Re. 1

Motions for reduction of total grant under Demand IX.

MR. T. T. KESAVAN SASTRI :
176. To reduce the total allotment of Rs. 16,60,304 under Demand IX by Re. 1

MR. N. NARAYANA KURUP :
177. To reduce the total allotment of Rs. 16,60,304 under Demand IX by Rs. 10

The question that Government be granted a sum of Rs. 16,60,304 under Demand IX Commercial Transport was put and carried.

The demand was passed and the grant was made.

DEMAND X—CLAY REFINING AND PORCELAIN FACTORY.

SIRDAR DOGAR SINGH: Sir, I rise to move that the House be pleased to grant a sum of Rs. 3,39,900 under Demand X—Clay Refining and Porcelain Factory.

Motion No. 178.

The following motion was not moved :

MR. T. T. KESAVAN SASTRI :
To reduce the allotment of Rs. 2,000 for travelling allowance by Re. 1

Motion 179.

MR. KANNANTHODATH JANARDANAN NAIR: Sir, I beg to move the following motion :

"To reduce the allotment of Rs. 2,39,900 for working expenses by Rs. 5 to point out the defects of the present administration and to discuss the necessity to change the management."

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